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1. The only tin and tungsten areas now being worked in Yunnan are near Kochiu. The concentrates are transported by mule and pack horse to Kochiu where they are shipped to Mengtzu on a narrow-gauge railroad, which would have to operate on a faster schedule if production were increased.
2. The French-constructed Kunming-Haiphong railroad, which is one-meter gauge, is in good condition between Mengtzu and Kunming, although the 58 tunnels between the two cities make sabotage very easy. The railroad is built along the side of a steep river gorge, and maintenance is difficult.
3. Between 15 and 40 miles of rail south of Mengtzu have been rebuilt after the Chinese tore them up during World War II to prevent the Japanese from advancing on the railroad from Indochina, and found that the rails could be used for maintenance in Free China.
4. Two trains now run south daily from Laokai, on the Indochina border, to Hanoi and Haiphong, although Vietminh sabotage frequently stops all trains for months. Armored cars constantly patrol the road next to the Hanoi-Haiphong line, and there are pillboxes every mile. Both railroad and highway traffic can only run during daylight hours and there is danger to goods and personnel.

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